SURGEONS OF SANTA FE COAST LINES HOSPITAL ASSOCIATION

DR. LAWRENCE CHAFFIN, Chief Surgeon, Los Angeles, Calif.

DR. R. J. FLAMSON, Assistant Chief Surgeon, Los Angeles, Calif.

DR. A. L. KIEFER, Assistant Chief Surgeon, Los Angeles, Calif.

DR. FRED H. LAWRENCE, Local Surgeon.....San Francisco
DR. WALDO L. NEWBERG, Assistant Local Surgeon.....San Francisco
DR. R. A. CRUM, Local Surgeon.....Oakland
DR. W. L. BYERS, Assistant Local Surgeon.....Oakland
DR. C. L. ABBOTT, Division Surgeon.....Richmond-Oakland
DR. HANS BENEDICT, Shop Physician.....Richmond
DR. ALLEN MORROW, Local Surgeon.....Richmond
DR. LAWRENCE W. BROWN, Assistant Local Surgeon.....Richmond
DR. C. H. LENTZ, Local Surgeon.....Port Chicago
DR. C. L. KERNS, Local Surgeon.....Pittsburg
DR. RICHARD GINTER, Local Surgeon.....Antioch
DR. J. H. LIBBEY, Consulting Surgeon.....Antioch
DR. W. T. McNEIL, Local Surgeon.....Stockton
DR. JOHN McNALLY, Assistant Local Surgeon.....Stockton
DR. PHILIP VON HUNGEN, Local Surgeon.....Escalon
DR. E. E. CHOURET, Local Surgeon.....Oakdale
DR. THOMAS T. TENNANT, Local Surgeon.....Hughson
DR. E. M. SODERSTROM, Local Surgeon.....Merced
DR. C. T. SWIFT, Local Surgeon.....Madera
DR. R. W. DAHLGREN, Division Surgeon.....Fresno
DR. L. R. NIELSON, Local Surgeon.....Fresno
DR. F. R. FREETO, Assistant Local Surgeon.....Fresno
DR. W. F. CHAMLEE, Local Surgeon.....Hanford
DR. HAROLD JACOBS, Local Surgeon.....Corcoran
DR. JAMES A. SMITH, Assistant Local Surgeon.....Corcoran
DR. MAX D. HENDRICKS, Local Surgeon.....Wasco
DR. HENRY W. VOTH, Local Surgeon.....Shafter
DR. JOE SMITH, Division Surgeon.....Bakersfield
DR. WAYLAND P. MATT, Local Surgeon.....Bakersfield
DR. STUART L. PARRISH, Assistant Local Surgeon.....Bakersfield
DR. C. M. MATHIAS, Local Surgeon.....Tulare
DR. WILEY C. ZINK, Assistant Local Surgeon.....Tulare
DR. K. F. WEISS, Local Surgeon.....Visalia
DR. F. G. POWELL, Assistant Local Surgeon.....Visalia
DR. R. H. DUNN, Local Surgeon.....Cutler
DR. G. A. HAWKINS, Local Surgeon.....Reedley
DR. M. S. GAEDE, Assistant Local Surgeon.....Reedley
DR. JOHN S. GLENN, Local Surgeon.....Exeter
DR. HORACE G. CAMPBELL, Local Surgeon.....Lindsay
DR. F. L. WIENS, Local Surgeon.....Porterville
DR. R. D. KARSTAEDT, Assistant Local Surgeon.....Porterville
DR. ROBERT A. PATRICK, Local Surgeon.....Taft
DR. WILLIAM L. McEWEN, Assistant Local Surgeon.....Taft
DR. HAROLD L. SCHLOTTHAUER, Local Surgeon.....Mojave
DR. MADGE SCHLOTTHAUER, Assistant Local Surgeon.....Mojave
DR. M. F. FINK, Local Surgeon.....Barstow
DRS. C. A. & R. J. MACDONALD, Assistant Local Surgeons.....Barstow

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First aid kits are located at Boron, Bakersfield, Calwa, Fresno, Richmond, Oakland and San Francisco, on all locomotives, cabooses, and with all regularly assigned extra gangs.

E. E. SANDERS,
Trainmaster,
Bakersfield, Calif.

W. A. ROEBUCK,
Trainmaster,
Fresno, Calif.

NEIL WILSON,
Trainmaster,
Fresno, Calif.

A. A. KENNEDY,
Trainmaster,
Richmond, Calif.

J. B. WARD,
Chief Dispatcher,
Fresno, Calif.

P. W. ARCHIBALD,
H. A. HARGIS,
Asst. Chief Dispatchers,
Fresno, Calif.

S. A. WYSONG,
L. DUNCAN,
L. L. WEBSTER,
J. P. MARBERRY,
N. S. PETERSON,
E. C. STRETCH,
G. M. YOUNG,
R. L. SIMPSON,
R. D. RILEY,
M. L. POTTER,
G. T. WHEELER,
L. L. SAGE,
J. R. SHIPLEY,
J. E. SIKES,
J. H. WEBBER,
A. H. JENSEN,
Dispatchers, Fresno, Calif.

The Atchison, Topeka and Santa Fe Railway Co.

COAST Santa Fe LINES

VALLEY DIVISION
AND
SAN FRANCISCO TERMINAL DIVISION

TIME TABLE No. 107

IN EFFECT

Sunday, September 25, 1955

At 12:01 A. M.
Pacific Standard Time

This Time Table is for the exclusive use and guidance of Employes.

R. D. SHELTON,
General Manager,
Los Angeles, Calif.

F. N. STUPPI,
Asst. General Manager,
Los Angeles, Calif.

S. ROGERS,
Superintendent,
Fresno, Calif.

E. O. BAGENSTOS,
Superintendent,
San Francisco, Calif.

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD FIRST CLASS 7 Passenger Leave Daily	WESTWARD FIRST CLASS 1 San Francisco Chief Leave Daily	TIME TABLE NO. 107 September 25, 1955 STATIONS	EASTWARD FIRST CLASS 8 Passenger Arrive Daily	EASTWARD FIRST CLASS 2 San Francisco Chief Arrive Daily	Mile Post	Ruling Grade Ascending	Communications
Yard	FW TY		PM 3.45	AM 3.00	BARSTOW YL	AM s 3.50	PM s 9.10	746.4		C
		34.3			2.8				0.0	
223			3.50	3.05	HUTT	3.40	8.59	749.6		B
		12.1			2.4				0.0	
92			3.53	3.08	MACE	3.36	8.55	752.0		B
		5.3			5.0				7.7	
112			3.57	3.12	HINKLEY	3.32	8.50	757.0		B
		31.7			5.0				24.5	
71			4.01	3.16	EADS	3.28	8.45	762.0		B
		34.3			4.7				0.0	
100			4.05	3.22 s	HAWES	3.22 1	8.40	766.7		B
		34.3			5.6				12.2	
102			4.10	3.28	JIMGREY	3.13	8.35	772.3		B
		28.1			7.9				12.2	
113			4.16	3.35	KRAMER	3.07	8.29	780.2		B
		24.3			3.8				29.0	
72	Y		s 4.20	3.39	BORON	f 3.04	8.24	784.0		C
		0.0			5.6				34.3	
160			4.26	3.44	SILT	2.59	8.18	789.6		B
		26.4			7.5				11.1	
160	Y		s 4.35	3.50	EDWARDS	s 2.52	8.11	797.1		C
		34.3			6.5				0.0	
160			4.42	3.55	BISSELL	2.46	8.05	803.6		B
		22.2			6.5				18.5	
174			4.49	4.01	SANBORN	2.41	7.59	810.1		B
		52.8			5.0				0.0	
Yard			4.59	4.10	EAST MOJAVE YL	2.35	7.52	817.8		C
		52.8			0.6				0.0	
Yard	FW TY		s 5.02 5.20	f 4.15	MOJAVE (68.9) YL	s 2.33	s 7.50	818.4		C
					66.9					
		15.8	7.30	6.25	ABS KERN JUNCTION YL 2 TRKS.	12.28	5.38	885.2	0.0	C
					2.5					
Yard	FW T		s 7.40 PM	s 6.40 AM	ABS BAKERSFIELD YL 2 TRKS.	12.20 AM	5.30 PM	887.7		C
			Arrive Daily	Arrive Daily	(138.3)	Leave Daily	Leave Daily			
			(38.2)	(37.7)	.....Average speed per hour.....	(39.5)	(37.7)			

Signal System One in effect between Barstow and Mojave and between Kern Jct. and M.P. 887.5.

Signal System Two in effect between M.P. 887.5 and Bakersfield.

Between East and West Towers, Barstow, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction, or switch not properly lined but not exceeding 10 miles per hour between Signal 7453 and West Tower and main track may be used not protecting against regular or extra trains and engines.

At Bakersfield between Signal 8871 at M.P. 887.5 (H Street) and Signals 8876-8878 at M.P. 888 there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined but not exceeding 20 MPH and main track may be used not protecting against regular or extra trains and engines.

Southern Pacific time table and rules govern movement of trains between East Mojave and Kern Junction.

Rule 251 in effect between Kern Jct. and M.P. 888 at Bakersfield.

Rule 261 in effect between West Tower, Barstow, and signal at west end of siding at Hutt.

Trains must get numbered clearance card before leaving Barstow, East Mojave and Bakersfield.

ARVIN DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD ↓	TIME TABLE NO. 107 September 25, 1955 STATIONS	EASTWARD ↑	Mile Post	Ruling Grade Ascending
100			ARVIN YL		333.1	
	42.2		4.3			37.0
40			DI GIORGIO YL		328.8	
	0.0		2.0			42.2
67			RIBIER YL		326.8	
	0.0		2.2			43.3
			LAMONT YL		324.6	
	0.0		7.7			43.3
			ALGOSO YL		316.9	
	0.0		0.3			43.3
			MAGUNDEN YL		316.6	
			(16.5)			

No switch lights on Arvin District.
Wye and water at Di Giorgio.

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD FIRST CLASS 7 Passenger Leave Daily	63 Golden Gate Leave Daily	61 Golden Gate Leave Daily	1 San Francisco Chief Leave Daily	TIME TABLE NO. 107 September 25, 1955 STATIONS	EASTWARD FIRST CLASS 6 Passenger Arrive Daily	60 Golden Gate Arrive Daily	2 San Francisco Chief Arrive Daily	62 Golden Gate Arrive Daily	Mile Post	Ruling Grade Ascending	Communications
Yard	FW T		PM 8.05	PM 4.00	AM 11.00	AM 6.45	**BAKERSFIELD** YL	s AM 7.00	s PM 2.05	s PM 5.25	s PM 11.59	887.7		C
		13.3					3.4						15.5	
E134 W122							JASTRO					891.1		B
		0.0					6.6						14.7	
180							UNA					897.7		B
		9.2					7.7						0.0	
E96 W118			s 8.25	s 4.17	s11.17	7.03	SHAFTER	s 6.30	s 1.38	f 4.56	11.31	905.4		C
		0.0					7.6						10.6	
130			s 8.36	s 4.25	s11.25	7.12	WASCO	s 6.20	s 1.30	f 4.48	11.23	913.0		C
		0.0					6.2						15.8	
178							ELMO					919.2		B
		0.0					5.4						15.8	
180							KERNELL					924.6		B
		0.0					7.7						8.4	
178			f 8.50				ALLENSWORTH	f 6.00				932.3		B
		9.5					9.8						1.7	
178			f 8.58				ANGIOLA					942.1		B
		4.1					8.8						2.6	
E116 W198	Y		s 9.10	s 4.53	s11.53	7.42	CORCORAN	s 5.45	s 1.02	4.20	10.55	950.9		C
		4.1					9.4						0.0	
178					PM		GUERNSEY					960.3		B
		5.8					7.6						0.0	
E176 W 92	W		s 9.45	s 5.10	s12.09	8.00	S. P. Crossing HANFORD	s 5.25	s12.45	4.05	s10.40	967.9		C
		10.6					5.3						0.0	
180							SHIRLEY					973.2		B
		14.6					2.8						15.8	
70	Y		s 9.57				LATON	s 5.05				976.0		B
		0.0					6.2						15.8	
180							CONEJO					982.2		B
		10.6					6.1						0.0	
178							BOWLES					988.3		B
		10.6					6.1						0.0	
							CALWA TOWER S. P. Crossing					994.4		C
		0.0					0.8						4.2	
Yard	FW TY		f10.20 PM	5.35 PM	12.34 PM	8.30 AM	**CALWA** YL	4.46 AM	12.16 PM	3.36 PM	10.11 PM	995.2		C
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(107.5)	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
			(47.8)	(67.9)	(68.6)	(61.4)	.....Average speed per hour.....	(48.1)	(59.2)	(59.2)	(59.7)			

AUTOMATIC TRAIN STOP — CENTRALIZED TRAFFIC CONTROL

Signal System Two in effect between M.P. 887.5 at Bakersfield and end of two tracks at Calwa.

At Bakersfield between Signal 8871 at M.P. 887.5 (H Street) and Signals 8876-8878 at M.P. 888 there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined but not exceeding 20 MPH and main track may be used not protecting against regular or extra trains and engines.

Centralized Traffic Control in effect on main track and sidings between M.P. 888 Bakersfield and end of two tracks at Calwa.

In CTC sidings, speed limit 40 MPH.

At Laton, siding not signaled and switches not power-controlled but equipped with electric switch locks. Rule 105 applies in Laton siding.

Rule 251 in effect between end of two tracks at Calwa and end of two tracks at Fresno.

Trains must get numbered clearance card before leaving Bakersfield and Calwa except eastward freight trains and light engines will secure numbered clearance card before leaving Calwa Tower.

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD FIRST CLASS 7 Passenger Leave Daily	WESTWARD FIRST CLASS 63 Golden Gate Leave Daily	WESTWARD FIRST CLASS 61 Golden Gate Leave Daily	WESTWARD FIRST CLASS 1 San Francisco Chief Leave Daily	TIME TABLE NO. 107 September 25, 1955 STATIONS	EASTWARD FIRST CLASS 6 Passenger Arrive Daily	EASTWARD FIRST CLASS 60 Golden Gate Arrive Daily	EASTWARD FIRST CLASS 2 San Francisco Chief Arrive Daily	EASTWARD FIRST CLASS 62 Golden Gate Arrive Daily	Mile Post	Ruling Grade Ascending	Communications
Yard	FW TY		PM 10.20	PM 5.35	PM 12.34	AM 8.30	CALWA YL	AM f 4.46	PM 12.16	PM 3.36	PM 10.11	995.2	2.6	C
		15.8					1.6							
							SUNMAID TOWER YL (ATS, TWO TRACKS)					996.8		C
		15.8					S. P. Crossing 0.9						2.6	
							FRESNO TOWER YL (TWO TRACKS)					997.7		C
							S. P. Crossing 0.4						5.3	
Yard	W		s10.30 s 5.41 s12.40 s 8.40				FRESNO YL	s 4.40 s 4.22	12.10 s12.05 PM	3.30 s 3.25	10.05 s10.00	998.1		C
			10.50	5.45	12.45	8.45	2.0						5.3	
80		15.8	10.56	5.51	12.51	8.51	HAMMOND YL	4.16	11.59	3.18	9.54	1000.1	5.3	B
124		15.8	11.04	5.59	12.59	8.59	5.0 FIGARDEN	4.08	11.51	3.10	9.46	1005.1	15.8	B
124		10.6	11.09	6.04	1.04	9.04	6.1 GREGG	4.03	11.46	3.04	9.41	1011.2	15.8	B
75		0.0					3.1 TRIGO	4.00				1014.3	12.7	B
124		15.8	f11.16	6.10	1.10	9.10	5.3 MADERA	s 3.55	11.40	2.58	9.35	1019.6	15.8	B
118		16.1	11.22	6.15	1.15	9.15	6.1 KISMET S. P. Crossing	3.47	11.35	2.53	9.30	1025.7	0.0	C
74		7.4	11.26		1.19	9.19	4.7 SHARON	3.43	11.31	2.49	9.26	1030.4	15.8	B
124		15.8	11.30	6.22	1.23	9.23	5.7 MARGUERITE	3.38	11.27	2.45	9.22	1036.1	15.8	B
124		0.0	s11.37	6.26	1.27	9.27	5.4 LE GRAND	s 3.33	11.23	2.41	9.18	1041.5	15.8	C
71		5.3	11.43	6.30	1.31	9.31	5.8 PLANADA	3.25	11.19	2.37	9.14	1047.3	14.6	C
124		0.0	11.46	6.33	1.34	9.34	3.7 TUTTLE	3.21	11.16	2.34	9.11	1051.0	10.6	B
88		0.0	11.50	6.37	1.38	9.38	4.3 EAST MERCED YL	3.17	11.13	2.30	9.08	1055.3	9.5	
44		0.0	AM s12.05	s 6.40	s 1.41	s 9.41	0.8 MERCED YL	s 3.15	s11.11	s 2.28	s 9.06	1056.1	17.4	C
124		5.3	12.12	6.46	1.48	9.48	5.9 FLUHR	2.54	11.04	2.20	8.59	1062.0	15.8	B
78		15.8	s12.17	6.49	1.51	9.51	3.4 WINTON	s 2.50	11.01	2.17	8.56	1065.4	0.0	C
68		0.0	s12.22				2.9 CRESSY	2.45				1068.3	19.8	B
124		19.8	12.26	6.54	1.56	9.56	3.3 BALLICO	s 2.40	10.56	2.12	8.51	1071.6	15.8	B
116		15.8	s12.35	7.00	2.04 (2)	10.02	8.0 DENAIR	s 2.30	10.50	2.04 (61)	8.45	1079.6	0.0	C
78		0.0	s12.45	7.05	2.10	10.07	6.2 HUGHSON	s 2.20	10.45	1.58	8.40	1085.8	15.8	C
108		17.4	f12.50	7.08	s 2.15	10.11	3.4 EMPIRE	f 2.10	s10.40	1.54	8.35	1089.2	0.0	C
42		7.9					3.6 CLAUS					1092.8	0.0	B
Yard	WY	26.4	s 1.00 AM	s 7.14 PM	2.23 PM	10.18 AM	2.8 RIVERBANK YL	2.00 AM	10.33 AM	1.47 PM	8.28 PM	1095.6		C
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(100.4)	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
			(43.0)	(63.4)	(57.9)	(58.5)	.....Average speed per hour.....	(40.7)	(61.5)	(57.9)	(61.5)			

AUTOMATIC BLOCK SYSTEM — AUTOMATIC TRAIN STOP

Signal System One in effect between Calwa and Riverbank.

Rule 251 in effect between end of two tracks Calwa and end of two tracks Fresno.

Trains or yard engines in siding at Hammond will be governed by indication of headout dwarf signal at east end of siding. Proceed indication displayed by this signal will supersede superiority of trains and authorize movement from Hammond to end of two tracks Fresno.

Trains must get numbered clearance card before leaving Calwa and Riverbank.

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD FIRST CLASS 63 Golden Gate Leave Daily	61 Golden Gate Leave Daily	1 San Francisco Chief Leave Daily	7 Passenger Leave Daily	TIME TABLE NO. 107 September 25, 1955 STATIONS	EASTWARD FIRST CLASS 60 Golden Gate Arrive Daily	2 San Francisco Chief Arrive Daily	62 Golden Gate Arrive Daily	6 Passenger Arrive Daily	Mile Post	Ruling Grade Ascending	Communications
Yard	WY		PM 7.15	PM 2.23	AM 10.18	AM 1.10	RIVERBANK YL	AM 10.33	PM 1.47	s PM 8.27	s AM 1.50	1095.6		C
		15.8					6.0						15.8	
80			s 7.21	2.28	60 **10.27**	s 1.18	ESCALON	1 **10.27**	1.42	8.22	s 1.43	1101.6		C
		0.0					4.8						15.0	
134			7.26	2.32	10.33	1.23	AVENA	10.23	1.38	8.18	1.36	1106.4		B
		0.0					6.1						9.8	
134			7.31	2.37	10.38	6 **1.30**	BURNHAM	10.18	1.33	8.13	7 **1.30**	1112.5		B
		0.0					7.5						10.3	
Yard	Y		7.39	2.45	10.46	f 1.38	MORMON YL	10.10	1.25	8.05	f 1.20	1120.0		C
		0.0					1.4						10.3	
Yard	WY		s 7.45	s 2.52	s10.55	s 1.43 1.55	S. P. and W. P. Crossings STOCKTON YL	s10.05	s 1.20	s 8.00	s 1.15	1121.4		B
		1.6					5.2						1.8	
96		0.0	62 **7.51**	2.58	11.01	2.01	GILLIS	9.57	1.13	63 **7.51**	12.58	1126.6		B
							2.7						0.5	
72		0.8				s 2.05	HOLT				f12.55	1129.3		C
							3.7						0.0	
98		11.6	7.56	3.03	11.06	2.10	TRULL	9.52	1.08	7.42	12.50	1133.0		B
		0.0					1.8						5.3	
							MIDDLE RIVER					1134.8		B
							2.0						10.6	
71		3.2	8.02	3.09	11.12	2.16	ORWOOD	9.46	1.02	7.36	12.44	1136.8		C
							3.0						10.6	
74		6.3				2.19	BIXLER				12.41	1139.8		B
							3.2						0.0	
96		3.6	8.07	3.14	11.17	s 2.24	KNIGHTSEN	9.41	12.57	7.31	f12.38	1143.0		C
							3.1						6.6	
64		13.2				s 2.30	OAKLEY				f12.33	1146.1		C
							4.2						15.8	
108		0.0	8.13	3.20	11.23	2.35	SANDO YL	9.35	12.51	7.25	12.28	1150.3		B
							1.8						15.8	
104			s 8.17	3.23	11.26	s 2.42	ANTIOCH YL	9.32	12.48	7.22	s12.25	1152.1		C
		15.8					3.7						6.6	
134	W		s 8.24	s 3.30	11.34	s 2.55	PITTSBURG YL	s 9.27	s12.43	s 7.17	s12.15	1155.8		C
		5.3					3.4						11.6	
70			8.28	3.34	11.39	3.00	BROSE	9.21	12.38	7.11	12.03 AM	1159.2		B
		15.8					4.4						15.8	
108			8.33	3.39	11.44	s 3.07	PORT CHICAGO	9.17	12.34	7.07	s11.58	1163.6		C
		0.0					2.2						0.0	
44							MONSANTO					1165.8		B
		0.0					1.1						0.0	
67			8.38	3.44	11.49	3.12	MALTBY	9.12	12.29	7.02	11.50	1166.9		B
		52.8					6.5						0.0	
68			8.45	3.52	11.57 PM	3.20	GLEN FRAZER	9.05	12.22	6.55	11.43	1173.4		B
		52.8					2.6						52.8	
96			8.49	3.56	12.01	3.24	CHRISTIE	9.01	12.18	6.51	11.39	1176.0		B
		0.0					3.1						52.8	
102			8.53	4.01	2 **12.12**	3.29	LUZON	8.57	1 **12.12**	6.47	11.34	1179.1		B
		0.0					2.4						52.8	
			f 8.56	s 4.05	12.16	f 3.33	PINOLE	s 8.53	12.08	s 6.43	s11.29	1181.5		C
		49.6					1.1						29.9	
104			8.59	4.09	12.19	3.36	GATELEY	8.50	12.05	6.40	11.25	1182.6		B
		52.8					3.9						52.8	
106			9.04	4.14	12.24	3.41	RHEEM	8.45	12.01 PM	6.35	11.20	1186.5		B
		51.7					3.1						52.8	
Yard	FW TY		s 9.09 PM	s 4.19 PM	s12.29 PM	s 3.46 AM	RICHMOND YL	8.40 AM	11.56 AM	6.30 PM	11.15 PM	1189.6		C
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(94.0)	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
			(49.5)	(48.6)	(43.1)	(39.2)	.....Average speed per hour.....	(49.9)	(50.8)	(48.2)	(36.4)			

Signal System One in effect between Riverbank and Richmond.

Rule 261 in effect between Stockton Tower and west end of Stockton siding at M.P. 1122 plus 818 feet on both main track and siding. Trains or engines must not foul or enter either the main track or siding through hand-throw switches until authority to do so has been received from the control station and switches have been properly lined.

When complying with provisions of Rule S-89 (A) at:

Sando, westward train holding main track meeting eastward train must not pass preliminary board until Signal 11503 assumes stop position; westward train in siding must occupy spotting section two minutes with switch reversed, after which Signal 11505 will clear if main track unoccupied.

Glen Frazer, train on main track having right to proceed westward, finding Signal 11731 in stop position due to combination of previous train movements, may obtain proceed signal if route is clear by inserting switch key in signal box, turning to right, and waiting two minutes.

Westward train on siding finding Signal 11733 in stop position, due to westward train on main track east of Signal 11731, may obtain proceed signal if route is clear by inserting switch key in dwarf signal box, turning to right and waiting two minutes. Westward train on auxiliary siding will find Signal 11735 at stop. When switch is lined for main track, if route clear, Signal 11735 will clear in two minutes.

Christie, eastward train occupying main track to meet westward train, must not pass preliminary board until westward train has entered siding.

Christie, eastward train occupying siding must remain west of spotting section until ready to depart. Spotting section designated by sign near dwarf signal. Eastward train, when ready to proceed, must occupy spotting section between sign and dwarf signal; signal will clear in 45 seconds if main track is clear between west end of Glen Frazer and Signal 11782 at east end of Luzon. If trains are occupying section of main track between east end of Christie and Signal 11782 at east end of Luzon, the signal will not clear before two and one-half minutes.

Night signals will be displayed through all tunnels between Monsanto and Christie.

Helper engines must not be detached from trains in tunnels.

Trains must get numbered clearance card before leaving Riverbank and Richmond.

Capacity of Sidings in 50 ft. Cars	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	WESTWARD FIRST CLASS 63 Golden Gate Leave Daily	WESTWARD FIRST CLASS 61 Golden Gate Leave Daily	WESTWARD FIRST CLASS 1 San Francisco Chief Leave Daily	WESTWARD FIRST CLASS 7 Passenger Leave Daily	TIME TABLE NO. 107 September 25, 1955 STATIONS	EASTWARD FIRST CLASS 60 Golden Gate Arrive Daily	EASTWARD FIRST CLASS 2 San Francisco Chief Arrive Daily	EASTWARD FIRST CLASS 62 Golden Gate Arrive Daily	EASTWARD FIRST CLASS 6 Passenger Arrive Daily	Mile Post	Ruling Grade Ascending	Communications
Yard	FW TY		PM 9.10	PM 4.20	PM 12.30	AM 3.50	**RICHMOND** YL	AM s 8.40	AM s11.55	PM s 6.30	PM s11.13	0.0		C
		64.4					4.5						39.6	
66			9.20	4.30	12.40	4.00	EL CERRITO	8.30	11.45	6.20	11.03	4.5		B
		22.7					3.5						31.7	
20			s 9.30	s 4.40	s12.50	s 4.15	BERKELEY	s 8.20	s11.35	s 6.10	s10.53	8.0		C
		0.0					1.9						0.0	
							S. P. Crossing					9.9		
		0.0					1.0						79.4	
Yard	Y		s 9.40 9.45	s 4.50 4.55	s 1.05 1.10	s 4.30 4.40	**OAKLAND** YL 40th and San Pablo	8.10 8.05	11.25 11.20	6.00 5.55	10.40 10.20	10.9		C
			10.05 PM	5.15 PM	1.30 PM	5.00 AM	7.0 SAN FRANCISCO	7.45 AM	11.00 AM	5.35 PM	10.00 PM			
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(17.9)	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
			(21.8)	(21.8)	(18.7)	(16.4)	.....Average speed per hour.....	(21.8)	(21.8)	(21.8)	(19.8)			

Signal System One in effect between Richmond and Signal 32 and at SP Crossing MP 9.9.

No. 61 is superior to No. 62. No. 63 is superior to No. 6.

Engine bell must ring continuously while moving between Richmond and Oakland.

Between Oakland and San Francisco passengers and hand baggage will be transported in buses; checked baggage, mail, and express in trucks.

Trains must get numbered clearance card before leaving Richmond and Oakland.

OIL CITY DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 107 September 25, 1955	EASTWARD	Mile Post	Ruling Grade Ascending
			STATIONS			
38			OIL JUNCTION YL		308.6	
	21.1		2.2			0.0
28			SEGURO YL		310.8	
	10.5		0.8			0.0
24			MALTHA YL		311.6	
	52.8		2.1			42.2
Yard			OIL CITY YL		313.7	
			(5.1)			

Water at Seguro; wye at Oil Junction.
Office of Communication at Seguro; booth phone at Oil Junction.

OAKDALE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 107 September 25, 1955	EASTWARD	Mile Post	Ruling Grade Ascending
			STATIONS			
Yard			S. P. Crossing OAKDALE YL		6.5	
	21.1		6.5			21.1
Yard			RIVERBANK YL		0.0	
			(6.5)			

No switch lights on Oakdale District.
Wye at Oakdale.

WAHTOKE DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 107 September 25, 1955	EASTWARD	Mile Post	Ruling Grade Ascending
			STATIONS			
Yard			PIEDRA YL		16.9	
	0.0		2.1			58.3
7			AVOCADO		14.8	
	0.0		3.5			57.0
32			OAKHURST		11.3	
	0.0		2.0			52.8
22			MINKLER		9.3	
	0.0		2.2			31.7
76			CELLA		7.1	
	0.0		1.2			0.0
17			WAHTOKE		5.9	
	33.2		1.5			0.0
32			RADWIN		4.4	
	0.0		4.4			41.4
Yard			REEDLEY YL		0.0	
			(16.9)			

No switch lights on Wahtoke District.
Booth phone at Minkler.
Wye at Minkler and Reedley.

FRESNO INTERURBAN DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 107 September 25, 1955	EASTWARD	Mile Post	Ruling Grade Ascending
			STATIONS			
17			HAMMOND YL		0.0	
	0.0		2.0			0.0
7			CINCOTTA YL		2.0	
	0.0		0.4			0.0
6			BARTONETTE YL		2.4	
	0.0		2.6			0.0
24			CAMEO YL S. P. Crossing		5.0	
	0.0		1.5			0.0
10			FORTHCAMP YL		6.5	
	0.0		0.7			0.0
6			BURNESS YL		7.2	
	0.0		5.8			0.0
24			FAIRVIEW YL		13.0	
	42.2		1.2			10.6
7			BIG BUNCH YL		14.2	
	15.3		1.0			8.4
14			ZEDIKER YL		15.2	
	9.5		0.5			0.0
10			RIVERBEND YL		15.7	
	31.7		1.0			42.2
4			ELK YL		16.7	
	10.6		0.2			0.0
			BELMONT AVE. YL		16.9	
			(16.9)			

Trains or yard engines in siding at Hammond will be governed by indication of headout dwarf signal at east end of siding. Proceed indication displayed by this signal will supersede superiority of trains and authorize movement from Hammond to end of two tracks Fresno.
No switch lights on Fresno Interurban District.
Booth phone at Hammond.
Trains to Fresno Interurban District will secure numbered Clearance Card at Sunmaid Tower.

LATON DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 107 September 25, 1955	EASTWARD	Mile Post	Ruling Grade Ascending
			STATIONS			
57			LATON YL		0.0	
	0.0		5.6			10.4
7			CLINT YL		5.6	
	0.0		4.0			0.0
10			GEPFORD YL		9.6	
	0.0		2.3			0.0
3			ROY YL		11.9	
	0.0		3.7			3.0
16			SHILLING YL		15.6	
	0.0		1.8			0.0
11			LANARE YL		17.4	
			(17.4)			

No switch lights on Laton District.
Wye at Laton and Lanare.
Booth phone at Laton and Lanare.

VISALIA DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 107 September 25, 1955 STATIONS	EASTWARD	Mile Post	Ruling Grade Ascending
Yard			**CORCORAN** YL		0.3	
	28.5		4.1			0.0
16			WAUKENA		4.4	
	13.2		5.6			0.0
32			PAIGE		10.0	
	16.6		5.0			0.0
24			S. P. Crossing TULARE YL		15.0	
	13.9		4.1			0.0
15			SWALL		19.1	
	5.3		1.1			0.0
52			LOMA		20.2	
	5.3		5.0			0.0
46			VISALIA YL S. P. Crossing		25.2	
	0.0		6.6			16.2
28			PERAL		31.8	
	11.6		1.5			0.0
			S. P. Crossing		33.3	
	11.6		2.9			0.0
			CALGRO		36.2	
	10.6		2.3			15.9
66			**CUTLER** YL		38.5	
	0.0		3.2			0.0
32			SULTANA		41.7	
	0.0		3.4			13.2
52			DINUBA		45.1	
	9.3		3.7			0.0
Yard			REEDLEY YL		48.8	
	14.6		1.9			0.0
			S. P. Crossing		50.7	
	14.6		0.3			0.0
22			LAC JAC		51.0	
	0.0		2.4			0.0
68			PARLIER		53.4	
	5.3		1.4			0.0
23			MILEY		54.8	
	1.1		3.7			2.5
52			DEL REY		58.5	
	0.0		3.4			7.9
42			WOLF		61.9	
	0.0		2.5			8.5
32			LONE STAR		64.4	
	0.0		2.0			10.6
20			CECILE		66.4	
	0.0		2.5			10.6
Yard			**CALWA** YL		68.9	
			(68.9)			

Signal System One in effect at SP Crossing Tulare.

Wye at Corcoran and Reedley.

Office of Communication at Corcoran, Tulare, Visalia, Cutler, Sultana, Dinuba, Reedley, Parlier, Del Rey, and Calwa; booth phone at Waukena and Calgro.

PORTERVILLE-OROSI DISTRICT

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD	TIME TABLE NO. 107 September 25, 1955 STATIONS	EASTWARD	Mile Post	Ruling Grade Ascending
Yard			BAKERSFIELD YL		116.0	
	13.8		2.5			0.0
29			ABS LANDCO YL		113.5	
	0.0		2.8			51.5
28			OIL JUNCTION YL		110.7	
			38.8			
	52.8		**DUCOR** YL		71.9	
48			5.9			52.8
	52.8		ULTRA		66.0	
			7.0			52.8
			PORTERVILLE JCT. YL P. N. E. Crossing		59.0	
	0.0		0.8			33.2
42			PORTERVILLE YL		58.2	
	52.8		6.3			52.8
32			STRATHMORE JCT.		51.9	
	31.1		1.1			0.0
28			MIRADOR		50.8	
	3.1		4.1			31.4
52			LINDSAY YL		46.7	
	5.0		3.1			34.8
16			LUCCA		43.6	
	0.0		0.6			0.0
12			SIDES		43.0	
	15.8		3.8			0.0
40			EXETER YL		39.2	
	15.8		0.3			0.0
			Visalia Elect. Crossing		38.9	
	15.8		0.6			0.0
7			ANTES		38.3	
	4.7		1.6			5.3
16			VENIDA		36.7	
	0.0		2.7			5.3
16			FANE		34.0	
	21.1		2.8			8.9
19			HILLMAID		31.2	
	20.8		0.1			30.8
			Visalia Elect. Crossing		31.1	
	20.8		1.0			30.8
16			REDBANKS		30.1	
	0.0		1.8			20.8
10			CAIRNS		28.3	
	0.0		1.4			17.4
18			RAYO		26.9	
	0.0		3.1			17.4
32			SEVILLE		23.8	
	15.3		3.2			10.8
			WYETH YL		20.6	
			1.6			26.8
66			**CUTLER** YL			
	0.0		1.6			
			WYETH YL		20.6	
	14.4		2.0			0.0
24			OROSI		18.6	
	30.3		6.4			15.2
42			ORANGE COVE		12.2	
	16.2		5.9			10.6
23			NAVALENCIA		6.3	
	25.3		6.3			31.7
22			MINKLER		0.0	
			(116.0)			

Signal System Two in effect between Bakersfield and Oil Jct.

No switch lights between Ducor and Minkler.

Wye at Landco, Porterville, Wyeth and Minkler.

Office of Communication at Ducor, Porterville, Lindsay, Exeter, Cutler, Orosi, Orange Cove; booth phone at Landco, Oil Junction, Ultra, Strathmore Junction, Fane, Redbanks, and Minkler.

Southern Pacific time table and rules govern between Oil Jct. and Ducor.

At Ducor, yard limits on Santa Fe tracks only.

SUNSET RAILWAY COMPANY

TIME TABLE NO. 107

In effect September 25, 1955, at 12:01 A.M., Pacific Standard Time.

This Time Table is for the exclusive use and guidance of Employes.

Capacity of Sidings in 50 ft. Cars	Ruling Grade Ascending	WESTWARD ↓	TIME TABLE NO. 107 September 25, 1955 STATIONS	EASTWARD ↑	Mile Post	Ruling Grade Ascending
			TAFT YL		8.8	
	21.1		6.3			85.5
			KERTO		2.5	
	37.0		2.5			30.2
40			PENTLAND YL			
17			MARICOPA YL		31.9	
	73.9		1.9			84.5
			HAZELTON		30.0	
	0.0		2.5			85.5
40			PENTLAND YL		27.5	
	0.0		3.4			68.6
			SAN EMIDIO		24.1	
	0.0		6.0			68.6
26			LEVEE		18.1	
	5.3		3.7			10.6
47			MILLUX		14.4	
	0.0		2.1			5.3
			GULF		12.3	
	0.0		2.7			5.3
70			CONNER		9.6	
	13.2		6.4			0.0
			BANNISTER		3.2	
	10.6		3.2			0.0
20			GOSFORD			

No switch lights on Sunset Railway; wye at Pentland.

Office of Communication at Taft; booth phone at Millux and Gosford.

SPECIAL RULES

1. The Atchison, Topeka & Santa Fe Railway Company Rules, Operating Department, 1953, are applicable to Sunset Railway Company.

2. Special Rules, The Atchison, Topeka & Santa Fe Railway Company Valley Division time table are applicable to Sunset Railway Company.

3. Rule 93: Yard limit boards are located at Maricopa, Pentland and Taft.

4. At Pentland, normal position of junction switch will leave unbroken rail for Taft main track.

5. Spring derail switch is located in main track 900 feet west of west switch at Taft.

6. For movement of trains between Gosford and Kern Junction see Southern Pacific Company time table. For movement of trains between Kern Junction and Bakersfield see the Atchison, Topeka & Santa Fe Railway Company Valley Division time table.

SPEED RESTRICTIONS

LOCATION	Miles Per Hour	Time Per Mile in Minutes
Between Gosford and Pentland	20	3
Between Pentland and Maricopa	10	6
Between Pentland and Kerto	10	6
Between Kerto and Taft	20	3
Between east switch siding Taft and derail in main track west of Taft	10	6

1. Rule S-72: Except as otherwise provided, all eastward trains are superior to westward trains of the same class.

2. Rule 2: Standard clocks are located at Barstow (telegraph office and roundhouse), Bakersfield (telegraph office and roundhouse), Calwa (telegraph office and roundhouse), Fresno, Riverbank, Mormon, Pittsburg, Richmond (telegraph office and roundhouse), and Oakland.

3. Rule 5: At Riverbank, first class trains taking siding will use passenger siding (east switch just east of depot and west switch at Patterson Road).

At Mormon, first class trains taking siding will use No. 1 yard track between interlocking and Signal 11191.

3(A). Rule 16 is amended as follows:

Sound	Indication
(*e*)	Canceled.
(*l*) ———	When standing — apply or release brakes.
(*m*) ———	When running — brakes sticking; look back for hand signals.

Note: Hand or lamp signals must be given in addition to communicating signals (*a*), (*c*) and (*l*).

4. Rule 82 (B): Bulletin boards and books are located at Barstow, Bakersfield, Calwa, Ducor, Fresno, Riverbank, Mormon, Antioch, Pittsburg, Richmond, Oakland, and China Basin, San Francisco.

5. Rules 83 and 83 (A): Bakersfield, Southern Pacific register will be maintained to comply with Southern Pacific Rule 83-C, reflecting information on Kern Jct. register, but will not be used for registration.

Calwa, Riverbank, and Richmond, first class trains, except those originating or terminating, may register by Form 903.

Mormon, first class and extra trains, except those originating or terminating, may register by Form 903.

Cutler and Corcoran on Visalia District, trains may register by Form 903 during hours these offices are open.

6. Rule 93: Yard limits are located at Barstow, East Mojave-Mojave, Magunden-Arvin, Kern Junction-Bakersfield, Landco-Oil Junction-Oil City, Ducor (Santa Fe tracks only), Porterville-Porterville Junction, Lindsay, Exeter, Corcoran (Visalia District only), Laton-Lanare, Tulare, Visalia, Cutler-Wyeth, Reedley, Piedra, Calwa-Fresno-Hammond, Hammond-Belmont Ave., East Merced-Merced, Riverbank-Oakdale, Mormon-Stockton, Sando-Antioch-Pittsburg, Richmond and Oakland.

7. Rule 104 (E) is amended: All sidings having hand-throw derails will have derail locked off rail, except when engines or cars are left unattended on siding.

8. . . . . .

9. The use of retainers on trains descending grades will be left to the judgment of conductors and enginemen.

When retainers are used on a freight train, speed of such train must not exceed twenty miles per hour.

10. Rule 761: Following is list of structures:

Mile Post	Location	Description
746.5	Barstow viaduct over passenger yard tracks and house tracks 1 to 4, inclusive	Highway Bridge
1096.7	Bridge A-1097	Truss Bridge
1166.4	Bridge Ab-1167	S. P. Bridge
1166.5	Bridge Ac-1167	Highway Bridge
1169.5	Bridge Ba-1170	Highway Bridge
1170.2	Between Maltby and Muir	Tunnel No. 1
1171.0	Between Muir and Glen Frazer	Tunnel No. 2
1173.6	Between Glen Frazer and Christie	Tunnel No. 3
1190.5	Between Richmond and Ferry Point	Tunnel No. 5

11. Rule 831: California: Civil Code, Section 2188, provides: "A passenger who refuses to pay his fare or conform to any lawful regulations of the carrier may be ejected from the vehicle by the carrier. But this must be done with as little violence as possible, and at any usual stopping place or near some dwelling house."

Section 487 provides:

"If any passenger refuses to pay his fare or to exhibit or surrender his ticket when respectfully requested so to do, the conductor and employes of the corporation may put him and his baggage out of the cars, using no unnecessary force, at any usual stopping place, or near any dwelling house on stopping the train."

12. Rule 862: Revenue passengers, and employes holding passes stamped "Good on Freight Trains", may be carried on freight trains, but only to and from stations where these trains are required to stop.

13. . . . . .

14. . . . . .

SPEED REGULATIONS

15. Enginemen of trains in which are dining or cafe cars will, during meal hours, regulate speed and manipulate air, rounding curves and making station stops so that train will move smoothly, without jar, and train conductors must observe that this is done.

Maximum speed permitted through all yard and roundhouse turnouts and crossovers—10 MPH; all main track turnouts and crossovers—15 MPH; except as shown for spring switches on Page 12 and in CTC territory at following locations:

Turnout at west end two tracks at M.P. 888 plus 1000 feet at Bakersfield.....20 MPH
Turnout east switch Jastro Siding .....30 MPH
Porterville-Orosi District Junction Switch at Jastro.....30 MPH
Turnout west switch siding and crossover turnouts at Jastro.40 MPH
Industry track turnouts at Rosedale.....15 MPH
Siding turnouts at Una .....40 MPH
Siding and crossover turnouts at Shafter.....40 MPH
Siding turnouts at Wasco .....40 MPH
Siding turnouts at Elmo .....40 MPH
Siding turnouts at Kernell .....40 MPH
Siding turnouts at Allensworth .....40 MPH
Industry track turnouts at Stoil .....30 MPH
Siding turnouts at Angiola .....40 MPH
Industry track turnouts at Blanco .....30 MPH
Turnouts of both sidings at Corcoran.....40 MPH
Siding turnouts at Guernsey.....40 MPH
Siding turnouts at east siding Hanford.....40 MPH
Siding turnouts at west siding Hanford.....30 MPH
Siding turnouts at Shirley.....40 MPH
Siding (not signaled) turnouts at Laton.....30 MPH
Siding turnouts at Conejo.....40 MPH
Siding turnouts at Bowles.....40 MPH
End of two tracks at Calwa.....30 MPH

Trains handling derricks, steam shovels, clamshells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on its own running gear, must not exceed 30 MPH at any point on the Mojave, First, Second, Third and Oakland Districts; must not exceed 20 MPH on Porterville-Orosi and Visalia Districts; and must not exceed 15 MPH at any point on all other districts. This rule not applicable to machines mounted on flat cars with booms tied down.

Rule 817: Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

Types of Equipment	Maximum depth above top of rail (inches)	Maximum speed in tow (MPH)	Maximum speed under own power (MPH)
Diesel Engines, Classes:			
450, 451	2	5	5
1, 11, 50, 80, 2099, 2100	3	5	5
51, 90, 650, 2300, 2301, 2310, 2600, 3000	4	5	5
460, 2400	4½	5	5
16, 37, 100, 200, 300, 325, 500, 501, 503, 625, 1500, 2201, 2207, 2260, 2303, 2322, 2394, 2403, 2418, 2611, 2650	5	5	5
Diesel-Electric and Gas-Electric Motor Cars	3	5	5
Passenger Cars:			
Roller Bearing	8	5	—
Friction Bearing	12	5	—

MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	Miles Per Hour Psgr.	Frt.
Mojave District	79	60
Arvin District	20	20
First District		
Bakersfield to M.P. 891, Jastro	79	60
M.P. 891, Jastro, to Calwa	95	60
Second District	95	60
Third District		
Riverbank to Mormon	95	60
Mormon to Richmond	79	60
Oakland District	45	45
Visalia District		
Corcoran to Visalia	30	30
Visalia to Calwa	50	40
Porterville-Orosi District	50	40
Oil City District	..	15
Alpaugh District	..	10
Laton District	..	20
Wahtoke District	30	30
Fresno Interurban District	15	15
Oakdale District	20	20
Maximum speed, passenger trains handling one or more heavyweight cars, 90 miles per hour.		
When street or highway crossings are shown speed applies only while head end of train is passing.		
MOJAVE DISTRICT		
Curve M.P. 747.2 to 747.6	60	60
Curves M.P. 816.4 to 817.5	25	25
Kern Jct. to Bakersfield	20	20
ARVIN DISTRICT		
Curve M.P. 324.2 to 324.4	8	8
Curve M.P. 329.7 to 329.9	8	8
FIRST DISTRICT		
Bakersfield M.P. 887.5 to 888.5	20	20
Curves M.P. 889.3 to 890.1	50	50
Curve M.P. 892.9 to 893.4	70	60
Corcoran M.P. 950.5 to 951.1	50	50
Hanford M.P. 967.5 to 968.4	20	20
Curves M.P. 968.4 to 969.5	55	55
Curve M.P. 973.7 to 973.9	55	55
Curves M.P. 975.0 to 975.8	50	50
Calwa Tower to Calwa	40	40
SECOND DISTRICT		
Calwa to Sunmaid Tower	40	40
Sunmaid Tower to M.P. 1002	20	20
Curve M.P. 1024.0 to 1024.3	85	60
Curve M.P. 1036.0 to 1036.3	70	60
Curve M.P. 1047.4 to 1047.9	75	60
Curve M.P. 1053.8 to 1054.1	75	60
Merced M.P. 1055.7 to 1057.0	20	20
Curves M.P. 1069.1 to 1070.5	70	60
Curve M.P. 1087.9 to 1088.1	55	55

LOCATION	Miles Per Hour Psgr.	Frt.
THIRD DISTRICT		
Stockton M.P. 1119.0 to 1122.0	20	20
Bridge M.P. 1123.8 to 1123.9	30	30
Track M.P. 1134.7 to 1136.4	30	30
Curve M.P. 1139.5 to 1139.8	65	60
Antioch M.P. 1151.3 to 1152.3	45	45
Pittsburg M.P. 1155.4 to 1156.1	24	24
Curves M.P. 1161.3 to 1161.9	50	50
Port Chicago Crossing, west of station, M.P. 1163.4 (11 PM-7 AM).	30	30
Curves M.P. 1167.3 to 1168.6	50	50
Curves M.P. 1169.1 to 1170.2	60	60
Curves M.P. 1170.5 to 1171.2	50	50
Curves M.P. 1171.3 to 1173.6	45	45
Tunnel No. 3 & Curves M.P. 1173.6 to 1175.9	50	50
Curve M.P. 1176.0 to 1176.3	45	45
Curves M.P. 1176.4 to 1177.1	50	50
Curves M.P. 1178.0 to 1178.9	50	50
Curves M.P. 1179.2 to 1180.2	45	45
Curves M.P. 1180.2 to 1180.9	50	50
Curves M.P. 1181.0 to 1182.5	55	55
Curve M.P. 1184.7 to 1185.0	65	60
Curve M.P. 1185.1 to 1185.4	50	50
Curve & track M.P. 1185.8 to 1189.0	45	45
Track M.P. 1189.0 to 1189.6	20	20
OAKLAND DISTRICT		
Track M.P. 0.0 to 0.5	20	20
Track M.P. 3.0 to 10.2	20	20
Track M.P. 10.2 to 10.8	15	15
Track M.P. 10.8 to 10.9	5	5
VISALIA DISTRICT		
Tulare M.P. 14.3 to 15.9	20	20
Visalia M.P. 24.5 to 26.0	20	20
Reedley M.P. 48.2 to 49.5	20	20
Parlier M.P. 53.1 to 53.6	24	24
Del Rey M.P. 58.4 to 58.8	24	24
Curve M.P. 62.2 to 62.7	30	30
PORTERVILLE-OROSI DISTRICT		
Track M.P. 0.0 to 12.0	10	10
Track M.P. 12.0 to Cutler	25	25
Exeter M.P. 39.1 to 39.6	20	20
Lindsay M.P. 46.1 to 47.1	20	20
Curve M.P. 61.8 to 62.1	30	30
Between Porterville and Ducor	45	30
Between Oil Junction and Landco	45	35
WAHTOKE DISTRICT		
Between Reedley and Wahtoke	25	25

MAXIMUM SPEED OF LOCOMOTIVES

Diesel and Gas-Electric	Forward Miles Per Hour	Light Forward Miles Per Hour	Backing or When Controlled From Rear Unit Miles Per Hour	Dead-In-Train Miles Per Hour
11-90, 300-314	100	45	45	90
325-344	80	45	45	80
100-286, 401-430	65	45	45	60
99, 600-601, 2099, 2100-2162, 2650-2893, 3000-3019	65	45	45*	60
450-451	30	30	30	20
460-468	35	35	35	20
500-540, 625-633, 1500-1537, 2200-2299, 2303-2304, 2310-2391, 2394-2399, 2403-2438, 2600-2606	45	45	45	45
650-653, 2300-2302, 2400-2402	40	40	40	30
M115-M157, M175-M187	65	65	25	60
M160-M162	70	65	25	70
M190	80	65	25	75
RDC 191-192 (Coupled)	80	80	70	70
RDC 191-192 (Single Unit)	80	80	50	70

*Note—65 MPH applies when backing handling train.

SPEED TABLE—FOR INFORMATION ONLY

Time Per Mile Min.	Sec.	Miles Per Hour	Time Per Mile Min.	Sec.	Miles Per Hour	Time Per Mile Min.	Sec.	Miles Per Hour
..	36	100	..	58	62.1	1	40	36.0
..	37	97.3	..	59	61.0	1	42	35.3
..	38	94.7	1	..	60.0	1	44	34.6
..	39	92.3	1	02	58.0	1	46	34.0
..	40	90.0	1	04	56.2	1	48	33.3
..	41	87.8	1	06	54.5	1	50	32.7
..	42	85.7	1	08	52.9	1	52	32.1
..	43	83.7	1	10	51.4	1	54	31.6
..	44	81.8	1	12	50.0	1	56	31.0
..	45	80.0	1	14	48.6	1	58	30.5
..	46	78.3	1	16	47.4	2	..	30.0
..	47	76.6	1	18	46.1	2	05	28.8
..	48	75.0	1	20	45.0	2	10	27.7
..	49	73.5	1	22	43.9	2	15	26.7
..	50	72.0	1	24	42.9	2	30	24.0
..	51	70.6	1	26	41.9	2	45	21.8
..	52	69.2	1	28	40.9	3	..	20.0
..	53	67.9	1	30	40.0	3	30	17.1
..	54	66.6	1	32	39.1	4	..	15.0
..	55	65.5	1	34	38.3	5	..	12.0
..	56	64.2	1	36	37.5	6	..	10.0
..	57	63.2	1	38	36.8	12	..	5.0

16. SPRING SWITCHES.

Speed Limit 10 Miles Per Hour:

Landco ..... Switch at stem of wye

Speed Limit 15 Miles Per Hour:

Hutt ..... West end siding
Landco ..... East end siding (Porterville-Orosi District)
Hammond ..... East and west ends siding
Merced ..... East and west ends siding
Riverbank ..... West end of lead
Mormon ..... East end siding

Speed Limit 30 Miles Per Hour:

Hinkley ..... East and west ends siding
Eads ..... East and west ends siding
Hawes ..... East and west ends siding
Jimgrey ..... East and west ends siding
Kramer ..... East and west ends siding
Boron ..... East and west ends siding
Silt ..... East and west ends siding
Edwards ..... East and west ends siding
Bissell ..... East and west ends siding
Sanborn ..... East and west ends siding
Fresno ..... End of two tracks
Figarden ..... East and west ends siding
Gregg ..... East and west ends siding
Trigo ..... East and west ends siding
Madera ..... East and west ends siding
Kismet ..... East end siding
Sharon ..... East and west ends siding
Marguerite ..... East and west ends siding
Le Grand ..... East and west ends siding
Planada ..... East and west ends siding
Tuttle ..... East and west ends siding
East Merced ..... East and west ends siding
Fluhr ..... East and west ends siding
Winton ..... East and west ends siding
Cressy ..... East and west ends siding
Ballico ..... East and west ends siding
Denair ..... East and west ends siding
Hughson ..... East and west ends siding
Empire ..... East and west ends siding
Riverbank ..... East end of lead
Escalon ..... East and west ends siding
Avena ..... East and west ends siding
Burnham ..... East and west ends siding
Mormon ..... East end of lead
Gillis ..... East and west ends siding
Holt ..... East and west ends siding
Trull ..... East and west ends siding
Orwood ..... West end siding
Bixler ..... East and west ends siding
Knightsen ..... East and west ends siding
Sando ..... East end siding
Antioch ..... West end siding
Pittsburg ..... East and west ends siding
Brose ..... East and west ends siding
Port Chicago ..... East and west ends siding
Monsanto ..... West end siding
Maltby ..... West end siding
Glen Frazer ..... East and west ends siding
Christie ..... East and west ends siding
Luzon ..... East and west ends siding
Gateley ..... East and west ends siding
Rheem ..... East and west ends siding

17. JUNCTION SWITCHES.

Normal position of junction switches is as follows:

Mojave, S.P. main track (see S.P. time table rules)
Corcoran for First District
Laton for First District
Cutler for Visalia District
Reedley for Visalia District
Wyeth for Porterville District
Minkler for Wahtoke District
Tulare Street, Fresno, for eastward trains
Hammond for Second District
Cameo for Fresno Interurban trains
Riverbank for Second and Third District trains

RAILROAD CROSSINGS AT GRADE AND INTERLOCKINGS

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 620
MOJAVE DISTRICT			
Barstow West Tower	Main track and connecting crossovers.	Interlocking. Ten miles per hour.	To Mojave District — — 0 Against current of traffic —— 0 Engine lead 00——0 Switching tail 0000 Tracks 1 to 17 incl. 0——00 Tracks 18 to 30 incl. ——0——0
Kern Junction	Santa Fe two tracks connection to and from S. P. two tracks. Santa Fe main track to Sunset track.	Interlocking.	Crossover — 0 — 0 West main to S. P. West main 0 — — Main track to Sunset — 0 —
FIRST DISTRICT			
Hanford	S. P. Coalinga Branch	CTC Rules.	
Calwa 0.8 East	S. P. main track and entrance to yard.	CTC Rules.	
VISALIA DISTRICT			
Tulare	S. P. main line.	Interlocking. Rule 606(c).	
Visalia	S. P. Visalia branch.	Stop. Rules 98, A, B, and C.	
Peral 1.5 West	S. P. Porterville branch.	Stop. Rules 98, A, B, and C.	
Lac Jac 0.3 East	S. P. Porterville branch.	Stop. Rules 98, A, B, and C.	
PORTERVILLE-OROSI DISTRICT			
Hillmaid 0.1 West	Visalia Elec.	Stop. Rules 98, A, B, and C.	
Exeter 0.3 West	Visalia Elec.	Stop. Rules 98, A, B, and C.	
Porterville 0.8 East	S. P. Success Branch	Stop. Rules 98, A, B, and C.	
SECOND DISTRICT			
Sunmaid Tower 0.5 West Calwa	S. P. Porterville branch. Two tracks crossover and yard lead.	Interlocking.	Pike lead — 00 — Crossovers — 0 — 0
Fresno Tower 0.4 East	S. P. Friant branch. Two tracks crossover, yard lead and Industry tracks.	Interlocking.	Crossover — 0 — 0 Pike lead — 00 — Guggenhime No. 1 and Corral track 00 — 00 Guggenhime No. 2 00 — 0 Hill tracks 000 — — Yard track — 0 —
Kismet 0.3 West	S. P. Berenda branch and west switch to siding.	Interlocking.	
FRESNO INTERURBAN DISTRICT			
Cameo	S. P. Friant branch.	Stop. Rules 98, A, B, and C. Hand throw derails.	
OAKDALE DISTRICT			
Oakdale	S. P. Oakdale branch.	Stop. Rules 98, A, B, and C.	
THIRD DISTRICT			
Stockton 0.4 East	W. P. and S. P. main tracks and transfer tracks.	Interlocking.	Main line to Town lead —— 0 —— S. P. North transfer 00 — S. P. South transfer 000 — W. P. main track connection 0 —— Town lead thru plant —— 0
Stockton 1.0 West	Main track and siding.	Interlocking. Dual operated.	
Stockton 1.3 West	Webber-Edison Street Lead over S. P. Lead to Standard Oil Plant.	Stop. Rule 98 (B).	
Woodsbro 1.0 East	San Joaquin River Drawbridge.	Interlocking.	
Middle River	Drawbridge.	Interlocking.	
Orwood 0.8 East	Drawbridge and siding.	Interlocking.	
Pittsburg 0.9 East	Lead to Columbia Steel over S. N.	Stop. Rules 98, A, B and C and Bulletin Instructions.	
Pittsburg 0.90 West	Lead to P. G. & E. plant over S. N. main track.	Stop. Gate. Bulletin Instructions.	
Pittsburg 0.91 West	Lead to P. G. & E. plant over S. N. lead track.	Stop. Bulletin Instructions.	
OAKLAND DISTRICT			
Berkeley 1.9 West	S. P. Berkeley branch.	When home signal indicates STOP be governed by Rules 98, A, B, C, and D.	
Oakland 0.7 West	AT&SF, S. P., O. T. Ry., single slip switch crossings.	Bulletin Instructions.	
Oakland 1.1 West	S. P. West Oakland connection.	Stop. Rules 98, A, B, C, and D.	

When SELECTOR lever on dual control switch machine is moved from MOTOR to HAND position, the hand throw lever must be operated sufficiently to determine that the lever is rigidly engaged with the switch points before hand signal is given for movement over the switch points.

Sidings, Spurs and Flag Stops Not Shown on Face of Time Table

Location	Mile Posts	Car Capacity	Switch Connection	Flag Stops for Trains
MOJAVE DISTRICT				
Lockhart	764.9	26	East & West	
P. C. Borax Co.	784.7	3.4 miles	East	
Government Spur	785.0	3.7 miles	East	
Government Spur	797.1	6.5 miles	East & West	
ARVIN DISTRICT				
Lonsmith	318.0	7	East & West	
Harpertown	321.1	3	West	
Patch	325.9	4	East	
FIRST DISTRICT				
Rosedale	895.7	49	East & West	
Crome	899.5	34	West	
Ivy	909.8	10	East	
Palmo	910.5	28	West	
Neufeld	914.7	6	East	
Pond	921.2	40	East	
Stoil	936.0	89	East & West	
Alpaugh	941.8	5 miles	From Stoil	
Blanco	945.9	68	East & West	
Pitco	970.1	7	East	
Lucerne	971.8	5	East & West	
Monmouth	985.6	26	East & West	
SECOND DISTRICT				
Calpack	1048.9	13	West	
Kadota	1052.1	75	East & West	
Pritchard	1058.9	20	East	
Cortez	1074.6	15	East & West	
THIRD DISTRICT				
Woodsbro	1125.5	54	East & West	
Werner	1138.8	23	East & West	
Du Pont	1147.6	58	East & West	
Bridgehead	1148.4	16	East & West	
East Antioch	1149.2	127	East & West	
Nichols	1161.3	15	East	
Muir	1170.6	..	East	
Herpoco	1180.4	..	West	
San Pablo	1187.8	11	East & West	
OAKLAND DISTRICT				
Malott	4.0	8	East & West	
Fairmount Avenue	5.7	11	East	
OAKDALE DISTRICT				
Ladino	3.7	8	West	
VISALIA DISTRICT				
Higby	21.8	12	East	
Tokay	42.3	25	East & West	
Enson	43.9	14	East	
Mattei	65.2	2 miles	West	
PORTERVILLE DISTRICT				
Wimp	22.2	5	East	
Twin Buttes	25.3	9	West	
Woodlake	33.5	2 miles	From Hillmaid	
West Venida	36.1	11	West	
Matchin	37.3	10	East	
List	40.6	20	West	
Sierra Heights	48.5	13	East	
Gillette	50.4	52	East	
Strathmore	52.0	2 miles	East	
Mosian	54.5	23	East	
Lumer	60.9	6	East	
Sunland	61.4	1 mile	West	
Magnolia	61.9	14	East	
San Joaquin Cotton Compress	111.3	30	East & West	
FRESNO INTERURBAN DISTRICT				
Hammer Field	4.9	1 mile	East	

LENGTH OF STEMS OF WYES

Location	Feet	Location	Feet
Barstow (M.P. 747.3)	2796	Oakland (Old)	320
Boron	Mine Spur	Oakland (New)	1800
Edwards	Army Spur	DiGiorgio	500
Landco	1300	Lanare	505
Corcoran	Visalia District	Oakdale	391
Laton	337	Reedley	Wahtoke District
Calwa	Visalia District	Minkler	Porterville-Orosi District
Riverbank	2300	Wyeth	1.6 Miles
Mormon	2610	Porterville	1143
Stockton	1450		

CONDITIONAL STOPS SHOWN WILL BE MADE ONLY FOR REVENUE PASSENGERS

The term "beyond" refers to regular, flag or conditional stops authorized herein.

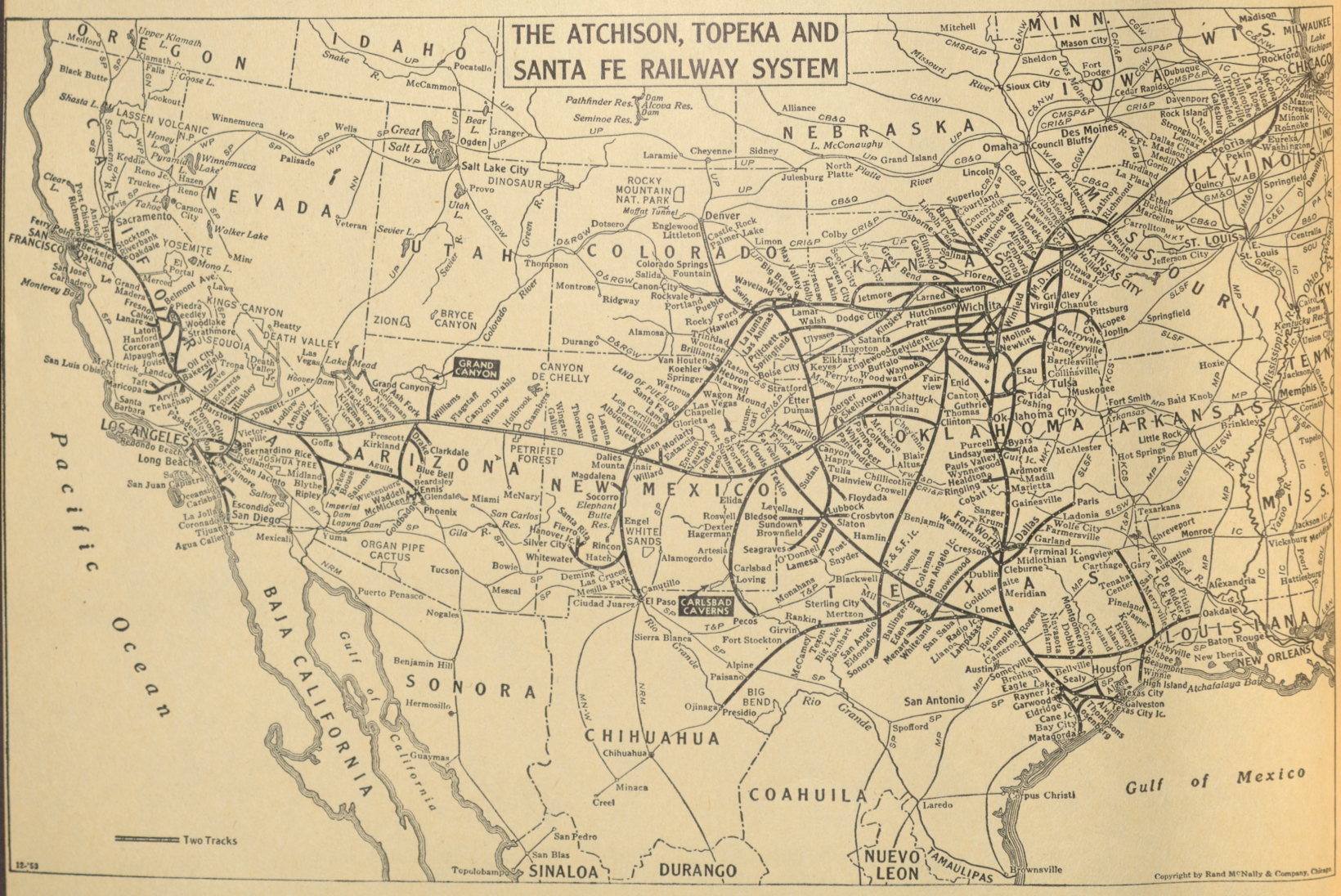
Train	Stops at Stations	To Receive Passengers For	To Discharge Passengers From
1	Flagstaff	Prescott and beyond, Bakersfield and beyond	Kansas City and beyond
	Kingman	Bakersfield and beyond	
	Edwards, Shafter, Wasco, Hanford, Empire, Riverbank, Escalon, Pittsburg, Pinole		Belen and beyond
2	Pinole, Riverbank, Empire, Hanford, Edwards	Belen and beyond	
	Kingman		Bakersfield and beyond
3	Corona, Fullerton		Barstow and beyond
17	Pomona		Kansas City and beyond
18	Pomona	Kansas City and beyond	
	Flagstaff	Kansas City and beyond	Los Angeles
19	Flagstaff		Denver to La Junta
	Williams	Barstow and beyond	Albuquerque and beyond
	Victorville, Pomona		Albuquerque and beyond
20	Pomona, Victorville	Albuquerque and beyond	
	Williams	Albuquerque and beyond	Barstow and beyond
	Flagstaff	Denver to La Junta	
21	Williams	Barstow and beyond	Albuquerque and beyond
	Ash Fork		Albuquerque and beyond destined south of Ash Fork
	Pomona		Albuquerque and beyond
22	Williams	Albuquerque and beyond	Barstow and beyond
123	Ludlow	Los Angeles	
124	Ludlow		Los Angeles
	Grants	Albuquerque and beyond	
62	Empire	Fresno and beyond	Stockton and beyond
	Corcoran, Wasco, Shafter		Fresno and beyond
63	Empire	Stockton and beyond	Fresno and beyond
71, 73, 77, 79	Rivera		Oceanside, Del Mar, or San Diego
72, 74, 76	Rivera	Oceanside, Del Mar, or San Diego	

A. J. STROBEL, General Watch Inspector.....Topeka
R. W. WELLS, Asst. General Watch Inspector.....San Bernardino

LOCAL TIME INSPECTORS

E. F. MANNERS.....107 E. Main St., Barstow
C. E. SPICER.....Mojave
ARLIE KNIGHT.....1663 Chester Ave., Bakersfield
J. N. CHENEY.....1600 20th St., Bakersfield
MYRON M. HANEY.....2015 Fresno St., Fresno
W. A. SWANSON.....4427 E. Jensen Ave., Calwa
PAUL SMITH.....324 Santa Fe Ave., Riverbank
CON MANTELE.....129 N. Sutter St., Stockton
EUGENE MAYER.....516 - 2nd St., Antioch
W. R. STRIBLEY.....1013 MacDonald Ave., Richmond
OTTO A. POULSEN.....1317 MacDonald Ave., Richmond
LOWELL O. DIXON.....1809 Telegraph Ave., Oakland
ED S. BRILLON.....4344 San Pablo Ave., Emeryville
WM. H. ZIEGLER.....210 Townsend St., San Francisco

SANTA FE SAFETY FIRST

Every employe should report promptly to his foreman, some member of the Safety Committee, or other proper person, all unsafe conditions or practices.

(See General Rules E, F, and M, Book of Rules.)